

European maritime single window environment

2018/0139(COD) - 17/05/2018 - Legislative proposal

PURPOSE: to facilitate maritime transport and further reduce the administrative burden on shipping companies.

PROPOSED ACT: Regulation of the European Parliament and of the Council.

ROLE OF THE EUROPEAN PARLIAMENT: the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

BACKGROUND: maritime transport operators face a **wide range of legal reporting requirements each time a ship arrives in or leaves a port** (a port call). Over two million port calls are made annually in the EU. Shipping sector staff currently spend an annual total of about 4.6 million hours on reporting.

The evaluation conducted in 2016-2017 as part of the fitness check on the Maritime Transport Policy found that [Directive 2010/65/EU](#) was not sufficiently effective or efficient, although its objectives remained very relevant. The conclusion was that there was considerable scope for further simplification and for reducing the administrative burden on shipping operators.

Three problems were identified:

- a lack of harmonisation between the maritime National Single Windows for ship reporting;
- the current system for coordinating reporting via National Single Windows only brings together some of the legal reporting obligations faced by ships;
- there is an inefficient data-sharing environment in most Member States and within the EU as a whole.

The Commission therefore proposes to **facilitate reporting formalities in the maritime sector**. This initiative is part of the Third 'Europe on the Move' Package, which delivers on the new industrial policy strategy of September 2017 and is designed to complete the process of enabling Europe to reap the full benefits of the modernisation of mobility.

IMPACT ASSESSMENT: the preferred option (ensuring a harmonised reporting system, while respecting the National Single Windows) is expected to result in a total **additional cost of EUR 29.4 million between 2020 and 2030 and a saving of 22-25 million working hours over the same period**. This option offers the greatest benefit at an acceptable cost.

CONTENT: the proposal for a Regulation repealing Directive 2010/65/EU establishes a **framework for a harmonised and interoperable European Maritime Single Window environment** ('EMSWe'), based on National Single Windows, in order to facilitate electronic transmission of information in relation to reporting obligations for ships arriving and staying in and departing from a Union port.

By developing binding technical interface specifications, adopting common data requirements and processes, and establishing clear rules and rights for submission and sharing of information, a **simplified reporting environment** will be achieved. The result is that the shipping operators will be able to report the same data set in the same way regardless of where they go, if they choose to use the harmonised reporting entry point.

This proposal will also **improve interoperability and interconnection** between the relevant systems, thus enabling data to be shared and reused more efficiently, as appropriate and contribute to increased efficiency of digital reporting for maritime operators by facilitating data sharing/reuse for the application of the 'reporting only once' principle.

BUDGET IMPLICATIONS: the expected costs of IT services and IT system development are up to **EUR 13.5 million over the 11 years from 2020 to 2030**. The Commission proposes that its costs be covered by the budget line Support activities to the European transport policy and passenger rights including communication activities (budget reference 06.02.05).